

Last Surveyed 1st May 1876

No. 10070 Survey held at Santa Fe, N.M. Date, First Survey 15 July 1895 Last Survey 16 Aug 1896
On the U.S.S. "Monaco" near Tronada Alaster

On the U.S.S. "Monaco" now Grand Master

Tonnage under Tonnage Deck	510.49	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Lower Deck.		SPAR, OR ANYING DECKED VESSEL.
Ditto of Deck, or Raised Qr. Dk.	73.89	HALF BREADTH (moulded) 13.50 ^{Feet}
Ditto of Houses on Deck	20.20	DEPTH from upper part of Keel to top of Upper Deck Beams 15.75
Ditto of Forecastle	21.01	GIRTH of Half Midship Frame (as per Rule) 26.00
Gross Tonnage	633.59	1st NUMBER 55.25
Less Dead Space	25.83	1st NUMBER, if a THREE DECKED VESSEL.
		Exceed 7 feet
		LENGTH 108.10
		2nd NUMBER 104.32
Less Engine Room	202.75	PROPORTIONS—Breadths to Length under . . 7
Register Tonnage as cut on Beam	405.04	Depths to Length—Upper Deck to Keel under . . 12
		Main Deck ditto

Built at South Shields
When built 1875 Launched Oct. 22nd
By whom built J. B. Dale
Owners J. B. Dale
Port belonging to Le. Shields
Destined Voyage _____
By and Surveyed while Building, Afloat, or in Dry Dock.

LENGTH		Feet.	Inches.	BREADTH—		Feet.	Inches.	DEPTH top of Floors to Upper		Feet.	Inches.	Power of Engines ...	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as				Moulded...				Deck Beams							
per Rule ...		188	0			27	0	Do. do. Main Deck Beams		14	5 1/2				
Dimensions of Ship per Register, length, 189.9 breadth, 27.2 depth, 14.05															
												Inches.	16 dia.	Inches.	16 dia.
												In. Ship.	no. riv.	In. Ship.	no. riv.

Dimensions of Ship per Register, length, 189.9 breadth, 27.2 depth, 14.05

	Inches in Ship.			Inches per Rule.		
	In Ship.	In Ship.	16ths. In Ship.	Inches required per Rule	Inches required per Rule	16ths. required per Rule
HEEL , depth and thickness	7 1/2 x 3 1/2			7 1/2 x 2 1/2		
STEM , moulding and thickness	6 3/4 x 2 1/2			6 3/4 x 2 1/2		
TERN-POST for Rudder do. do.	8 x 3 1/2			6 3/4 x 4 1/4		
for Propeller	8 x 4			22		
Distance of Frames from moulding edge to moulding edge, all fore and aft	22			(Class 100 A)		
FRAMES , Angle Iron, for 1/2 length amidships	3 1/2 x 3			3 1/2 x 3		
Do. for 1/2 at each end	3 1/2 x 3			3 1/2 x 3		
REVERSED FRAMES , Angle Iron	3 x 2 1/2			3 x 2 1/2		
FLOOPS , depth and thickness of Floor Plate	15 1/2 x 7			15 1/2 x 7		
at mid line for half length amidships						
thickness at the ends of vessel						
depth at 3/4 the half-bdth. as per Rule	7 3/4			7 3/4		
height extended at the Bilges	3 1/2			3 1/2		
BEAMS , Upper, Spar, or Aiming Deck	6 1/2 x 6			6 1/2 x 6		
Single or double Angle Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper edge	2 1/2 x 2 1/2			2 1/2 x 2 1/2		
Average space	in alternate frames					
BEAMS , Main, or Middle Deck						
Single or double Angle Iron, Plate or Tee Bulb Iron						
Single, or double Angle Iron, on Upper Edge						
Average space						
BEAMS , Lower Deck, Hold, or Orlop	7 1/2 x 7			7 1/2 x 7		
Single or double Angle Iron, Plate or Tee Bulb Iron						
Single or double Angle Iron on Upper Edge	3 x 3			3 x 3		
Average space	in alternate frames					
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	12 x 9			12 x 9		
" Rider Plate	8 3/4 x 9			8 3/4 x 9		
" Bulb Plate to Intercoastal Keelson						
" Angle Irons	4 x 3			4 x 3		
" Double Angle Iron Side Keelson						
" Single Angle Iron						
" do. Angle Irons						
" Attached to outside plating with angle iron						
BILGE Angle Irons	4 1/2 x 3			4 1/2 x 3		
" do. Bulb Iron	4 1/2 x 6			4 1/2 x 6		
" do. Intercoastal plates riveted to plating for length						
BILGE STRINGER Angle Irons						
Intercoastal plates riveted to plating for length						
SIDE STRINGER Angle Irons	4 x 3			4 x 3		

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*
Do the edges of the carvel work and of the butts lay close together throughout their length without making good of deficiencies? *Yes.*
Are the fillings between the ribs and plates solid single pieces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes.*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes.*
Do any rivets break into or through the seams or butts of the plating? *a few*

Masts, Bowsprit, Yards, &c., are *wood* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *✓*

15703 Iron

NUMBER for EQUIPMENT		11475	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.	210	1 1/4	28 1/2	210-1 1/4	28 1/2	Bowers	3	13.2.0	15.3.3.0	15.2.0	15 3/20
	Fore Sails,	Chain	B.S.		42 1/2					12.2.21	14.40.2.14	13.2.0	
	Fore Top Sails,	<i>Wear P. & J. Hartness Sept 7</i>								12.1.0	14.40.7	11.1.25	13 6/20
	Fore Topmast Stay Sails	<i>How</i>			12.10.75								
	Main Sails,	Strm Cbl	60	13/16		90-9 1/2							
	Main Top Sails,	Hawser ...	90	9 1/2		90-7							
	and	Towlines ...	90	7 1/4		90-4							
		Warp ...	90										
		quality	90										

Standing and Running Rigging *lump* sufficient in size and *good* in quality. She has *1* Life Boat and *2* others
The Windlass is *Iron Patent* *Capstan* *good* and Rudder *good* Pumps *good and sufficient*
Engine Room Skylights. How constructed? *solid shutter & batten* How secured in ordinary weather? *bolted down*
What arrangements for deadlights in bad weather? *Tarpaulins*
Coal Bunker Openings. How constructed? *Hardwood casing* How are lids secured? *by iron bars* Height above deck? *9" in R.P.D.*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *3 ports and mooring pipes on each side.*
Cargo Hatchways. How formed? *Iron casing and headboards riveted together*
State size Main Hatch *18.4 x 9.0* Forehatch *14.8 x 9.0* Quarterhatch *10.4 x 9.0*
If of extraordinary size, state how framed and secured? *ordinary frame*
What arrangement for shifting beams? *one of bulk and double angle iron in centre of hatchway*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1090</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Build under Special Survey.</i>
Date <i>10 July 1876</i>		2nd. On the plating during the process of riveting	<i>10.7.5 July 10.20.25 Aug 3.10.16.20.31. 1876</i>
Order for Ordinary Survey No. <i>✓</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>7.10.20.20.25 4.12.19.21.25 Nov 1.7.10 1876</i>
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <i>1116</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This is a two decked vessel built in accordance with the midship section attached, and in other respects in accordance with the Rules; she has a topgallant forecastle 24 feet long, and a Raised Quarter deck 93 feet long, the vessel being properly strengthened at the break in accordance with the Rules for these cases: she is fitted with water ballast tanks in the fore and after holds, 51.3 and 16.40 long respectively, the top plating to both being 5/16 thick, and the flange plate 6/16 thick.*

Schooner rigged.
The workmanship in this case is very good.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.
How are the surfaces preserved from oxidation? Inside *by cement and paint* Outside *paint & encaustion*
I am of opinion this Vessel should be Classed *100 A.I.*
The amount of the Entry Fee ... £ 0 : : is received by me, *F. Young*
Special Certificate ... £ 30 : 0 : 19 Jan 1876
(Travelling Expenses, if any, £ ...)

Committee's Minute *21 January 1876*
Character assigned *100 A.I.*
Approved
Lloyd's Register